

Montanans. And his legacy will certainly live on, as the schoolchildren he has worked with rediscover the joys of the Montana outdoors and the value of our wildness.

Vince is legendary in Helena and throughout Montana. For a quarter century now, Vince has educated Montanans, young and old alike, on the ways of the wild. He spearheaded Montana's Project WILD, which teaches Montana's youth how to think about natural resource issues. He has received commendations from the Governor and from local media.

Vince will not have an easy time escaping Helena's limelight. He is a public personality, having hosted a daily television program called "Nature Today" for 12 years. He currently hosts another show called "Getting Out in Montana." Almost daily, Vince serves as the master of ceremonies at some local banquet or gathering.

But the notoriety Vince has received during his service has not affected his friendly Montanan attitude. As he walks along the streets of Helena, everyone recognizes him. He makes a stranger feel like a welcome friend. That is what people notice first about him: Vince is a good person and a good friend—two qualities that mean a lot more in Montana than being a public personality.

Vince received the "call of the wild" at an early age. And it is not a calling he is soon to get rid of—since in his so-called retirement he will be working for the Rocky Mountain Elk Foundation and completing the construction of a new wild animal shelter in Helena. He has been with what used to be known as the Montana Department of Fish and Game since his twenties.

Vince does not protect wildlife in some abstract, theoretical way—say, by preaching about the importance of species protection without ever visiting the Flathead National Forest. He helps place orphaned wildlife in zoos and shelters across the country. He also takes injured animals into his home, and helps the ailing critters back to health.

The State highway patrol has his number on their dashboards. Not because he is on the most wanted list. It is because whenever they find road kill near his home in Clancy, Vince uses the remaining carcass to feed whatever wild things might be lurking in his back yard—which these days consists of some eagles, owls, and ravens.

The thing that strikes a person most about Vince is his well developed sense of compassion. It is that sense of purpose that has kept him going through the years. It has made the late-night calls from bar-room wranglers arguing animal trivia more tolerable.

The Helena Independent Record, my hometown newspaper, did a series of stories about Vince when he announced his retirement. The one that caught my attention was about a 180-pound moose calf that Vince was raising on his property.

Vince was away at a movie with his wife, Sue, as the babysitter watched his two daughters, Jennifer and Christine. The babysitter ended up having to take care of the moose as much as the kids. When it got hungry for milk, the moose snuck into the window of their home.

Vince was more than a little surprised when he received a call at the theater, even more surprised when it was his babysitter telling him that Bullwinkle was roaming his house.

But events like these are all in a day's work for Vince. I hear he is writing a book about his memorable events in raising wild animals. If the moose incident is any indication, I am anxious to read the rest of his memoirs.

With his book project and other jobs to be done, I do not think it needs to be said that Vince Yannone is not settling snugly into retirement. Like other great Montanans—Mike Mansfield, who at 92 decided to cut back his schedule to a 5 day workweek, and Norman Maclean, who preached an anti-shuffle-board philosophy up until his death—Vince continues to work to improve the lives of those around him. Human and animal. I wish him and his family the best.●

#### DIESEL TAX

● Mr. GORTON. Mr. President, I am pleased to join my distinguished colleagues, Senator BREAUX and Senator CHAFEE, by cosponsoring S. 478, a bill that will correct the diesel fuel problem affecting the boating community, ports, and marinas in my home State of Washington and across the nation.

The problem results from the 24.4 cents per gallon tax imposed by the Omnibus Budget Reconciliation Act of 1993 on diesel fuel used in recreational boats. The bill mandated two types of fuel: clear, taxable fuel used in recreational boats and dyed, nontaxable fuel used in commercial boats. By law, the dyed nontaxable commercial diesel fuel cannot be sold to the recreational boaters.

These changes have wreaked havoc on the boating communities in Washington State. Many marinas are not equipped with the two separate tanks necessary to store the two different types of fuel. Unable to afford the exorbitant expense of new fuel tanks and dispensing equipment, these marinas are faced with the difficult choice of whether to sell only dyed fuel, tax free to commercial vessels, or taxable, clear fuel, to recreational vessels.

Since many marinas rely on commercial boats for a majority of their business, they choose to sell diesel fuel to commercial vessels. This leads to a severe shortage of diesel fuel available to recreational boaters.

This is not only a problem for recreational boaters, but also for marinas, which are forced to turn away part of their consumer base. These regulations do not promote jobs and economic opportunities for the employees of these businesses. It is outrageous for a small

business owner to have to turn away good business.

Faced with a severe shortage of fuel, recreational boaters are forced to travel hundreds of miles to find fuel. This creates a safety hazard, as boaters could end up stranded on their way to find fuel or be required to carry large amounts of extra fuel on board.

Last year, I introduced an amendment that would have temporarily resolved the burdensome problem facing boaters and marinas. The amendment passed overwhelmingly in the Senate, but, unfortunately, was killed in the House. Therefore, we have the same problem today as we did last summer. The only way to permanently fix this problem is to pass S. 478.

S. 478 will allow marinas to purchase the dyed fuel, collect the tax from the recreational boaters and pay the tax directly to the Government. It will solve the problem of inadequate fuel facilities for recreational boaters and remedy the problems faced by marinas and ports.

With the boating season soon approaching, we need to correct this problem now. That is why I cosponsored S. 478. I encourage my colleagues to keep me pass this bill and bring relief to our boating communities.●

#### TRIBUTE TO THE CHATTANOOGA NEIGHBORHOOD ENTERPRISE

● Mr. FRIST. Mr. President, I rise today to commend the Chattanooga Neighborhood Enterprise, Inc. for its innovative approach to revitalizing old neighborhoods and providing affordable housing and low and moderate income families.

The neighborhood enterprise was created in 1986 to provide the opportunity for all Chattanoogaans to live in decent, fit, and affordable housing, and CNE is fulfilling that mission by lending money to homebuyers, advocating homeownership, developing and managing affordable housing, and helping revitalize old neighborhoods.

Mr. President, more than 71 percent of all families within the city limits of Chattanooga make \$35,000 or less each year. With many of the city's older residential neighborhoods in decline, the Chattanooga Neighborhood Enterprise realized that community and local business investment could revive these areas and allow more families to achieve their dreams of owning a home.

Since 1986, CNE has produced, rehabilitated or financed more than 2,500 units of housing in Chattanooga, and it manages more than 300 units of rental housing. Not only does it assist homeowners, homebuyers, the elderly, single-parent families, the disabled and the homeless in the inner-city area, CNE also helps families in the metro area and remote areas of Hamilton County. The neighborhood enterprise is helping to break the cycle of poverty for many permanent residents of public housing by giving them an affordable